

**APPROVED**

**MINUTES OF THE MEETING**

**16 August 2001**

Projects Reviewed

Convened: 10:00am

Viaduct and Seawall Project

Department of Parks and Recreation

Community Center Levy Program Update

Beacon Hill Library

People's Lodge

Adjourned: 5:00pm

Commissioners Present

Staff Present

Donald Royse

Layne Cubell

Tom Bykonen

Brad Gassman

Ralph Cipriani

Sally MacGregor

Jack Mackie

Cary Moon

Iain M. Robertson

David Spiker

Sharon Sutton

Tory Laughlin Taylor

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**16 Aug 2001 Project: Viaduct and Seawall Project**

Phase: Briefing

Presenters: Steve Pearce, Strategic Planning Office (SPO)  
Bob Chandler, Seattle Public Utilities (SPU)

Attendees: Robert Scully, CityDesign

Time: 1.75 hours (SDC Ref. # 220 | DC00242)

**Discussion Summary: The Commission appreciates this early opportunity to review this project and looks forward to a future presentation of further developed options for the replacement of the Alaskan Way Viaduct. The Commission believes that transportation management should not be the only impetus for the decision upon a preferred design, and believes that the project must also be driven by urban design concerns, as this segment of the WSDOT SR 99 corridor has a significant impact on the city and the Seattle waterfront.**

*“The Federal Highway Administration (FHWA), Washington State Department of Transportation (WSDOT), and the City of Seattle, are proposing improvements to the SR 99 corridor now being served by the Alaskan Way Viaduct and the Battery Street Tunnel, located in downtown Seattle, King County, Washington. The proposed project extends from approximately the First Avenue South Bridge on the south to north of the Battery Street Tunnel. The purpose of the proposed action is to provide a facility with improved earthquake resistance that will maintain or improve mobility for people and goods along the existing SR 99 corridor, in a manner that is safe, reliable and cost-effective while avoiding, minimizing, and/or mitigating impacts on the affected environment. The project will also maintain or improve Port of Seattle, Washington State Ferry, and pedestrian access along the waterfront. The project may involve improvements to the existing viaduct structure or construction of a new facility.” - SR 99 Alaskan Way Viaduct Corridor EIS Draft Purpose and Need (7/18/01)*

City staff presented an initial project briefing to the Design Commission. The structural stability of the Alaskan Way Viaduct and seawall are related. Prior to the Nisqually earthquake, the seawall, in a seismic event, would fail first, followed by the Alaskan Way Viaduct as a result. Now, it has been determined that the seawall and the Alaskan Way Viaduct would fail at the same time during a significant seismic event. In an effort to accelerate the schedule of the project, WSDOT has selected a consultant, Parsons Brinckerhoff, Inc. and ROMA, who will begin work in September. The team would like to develop various alternatives, and identify the preferred alternative by early next year. The Project Management team is an interdepartmental team working in partnership with WSDOT to identify the preferred alternative.

This project offers many opportunities to improve existing conditions. To better address the needs of the stakeholders, the team has identified many questions to ask throughout the review of alternatives. The team hopes to identify who the project will serve, what the team is trying to achieve through the replacement, what connections need to be made that are not provided now, and what the City would like to accomplish through improvements at the Seattle waterfront. The team has not yet identified an alternative that addresses all of these concerns. There are also many existing conditions that constrain the scope of the alternatives, such as required connections to the Battery Street Tunnel. Additionally, at the south end of the Alaskan Way Viaduct, the existing conditions preclude the need for at-grade crossings of railroad tracks.

In recent months, the team has been working to interpret the preliminary traffic data, to better define the

use of Alaskan Way Viaduct. The traffic volumes on the Alaskan Way Viaduct vary, in different locations and at different times of day. There are also variations in the traffic volumes based on the direction of traffic. Shortly after construction, the Alaskan Way Viaduct reached its design volume capacity of 65,000 vehicles per day. Then, the traffic volumes doubled between 1975 and 1995. In addition to the traffic volume, the team has examined traffic data to determine the destination of the traffic on the Alaskan Way Viaduct. Some of the design alternatives better address traffic that is moving through Seattle, rather than making connections to downtown Seattle, and vice versa. Based on traffic data taken from different locations along the Viaduct, 60% of traffic is not through-traffic. Public transit primarily uses the Alaskan Way Viaduct to make connections to West Seattle.

The seawall extends from Pier 48 to Myrtle Edwards Park; generally, the construction of the seawall is consistent throughout its length. There are heavy timber piles behind the porous seawall, and the soil behind the seawall is fill; therefore, the structure could liquefy in a significant seismic event. A bore was completed near University Street, and the structural platform is damaged. The seawall could be repaired through major, full seawall repair, or spot seawall repair.

The team presented the design alternatives for the Alaskan Way Viaduct and seawall that have been identified thus far. One alternative is that the Alaskan Way Viaduct could be replaced with an aerial structure, built along the existing alignment, and connecting to the Battery Street Tunnel. The first level could be built to the west of the existing structure, and the Alaskan Way Viaduct would remain in service. The second level would then be completed, in place of the existing Viaduct. The terraced, elevated roadway structure would require fewer columns, but it would be a wider structure. The Battery Street Tunnel would remain, and the design concept would include a parallel, cut and cover tunnel on Wall Street. The second alternative incorporates a cut and cover tunnel at the waterfront, and would also replace the seawall. While construction would take place under the lid, construction would still be disruptive. The construction of this design would progress north sequentially. There are concerns about the connections from SR 99 to the existing Battery Street Tunnel. In order for the tunnel to reach a sufficient elevation, the aboveground incline must begin at Pike Street. A new tunnel may be built north of the existing Battery Street Tunnel, but this alternative would be highly disruptive. The third alternative would be a bored tunnel. This tunnel alternative could be located under First, Second, Third, Fourth, or Fifth Avenues. In this alternative, trucks would need connections to Denny Way and Western Avenue. Other connections to downtown would also be difficult. Since the largest boring machine can only produce a forty-five foot wide inside diameter, which is wide enough for two lanes, three bored tunnels would be required for six lanes of traffic.

### **Key Commissioner Comments and Concerns**

- Would like to know why a retrofit of the existing Viaduct is not a viable option.
  - Proponents stated that the columns could be wrapped, but the pilings, beams, and deck would have to be replaced also. Further stated that the lane widths do not meet current standards.
- Would like to know the dimensions of the current WSDOT lane standards.
  - Proponents stated that currently, the lanes are ten feet wide. Current standards would require twelve-foot wide lanes, with six-foot and ten-foot wide shoulders. Therefore, the new structure would be fifty-two feet wide.
- Would like to know why transportation mitigation is considered the primary problem to be addressed

by the Alaskan Way Viaduct replacement. Feels that the team should more importantly address the public life and environment of Seattle and the waterfront through the design alternatives. Believes that, as the Alaskan Way Viaduct was closed at different times throughout the past, commuters learned to use discretion and limit trips.

- Proponents stated that when the Alaskan Way Viaduct was closed, Seattle was grid-locked; some people are not aware of alternatives to this route. The closure immediately impacted the trucks that must use the Alaskan Way Viaduct, rather than I-5. While the closure did encourage commuters to take fewer or alternate trips, public transportation uses the Alaskan Way Viaduct. Through traffic studies, the team did examine the impact of locating the Viaduct traffic on the Seattle surface streets. As 45,000 to 50,000 cars travel along the Alaskan Way Viaduct every day, an investigation of the traffic management implications for any alternative will be important in order to accommodate this significant demand.
- Does not believe that the team should focus on the traffic implications during the immediate four days following the closure. Believes that if the Alaskan Way Viaduct were removed as a transportation option, people would eventually be able to learn alternatives.
- Encourages the team to explore avant-garde and revolutionary design solutions. Believes that the quality of life is the core issue, and demands looking beyond 20<sup>th</sup> century alternatives. Is concerned that if the project schedule is accelerated, there may not be any opportunity to thoroughly explore innovative alternatives. Does not feel that it would be appropriate to accept a lesser and more overbearing design solution simply because the project must be completed.
  - Proponents agreed that significant problems could develop by attempting to make a decision too quickly. Further agreed that this project should provide a 100-year solution.
- Recognizes that the schedule for the Environment Impact Statement (EIS) is three years. Believes that this allows enough time to identify an appropriate solution.
- Commends the team for working through many complexities and time constraints. Would like to encourage the team to keep certain things in mind as they work through many of these issues. Hopes that, as the team works with WSDOT, the City will be vigilant as they address many downtown Seattle concerns throughout the EIS process. Does not believe that the Alaskan Way Viaduct design should be over-designed in terms of its capacity. Encourages the team to keep in mind person trips, rather than vehicle trips. Believes that the capacity should be increased without increasing the number of vehicles on this section of SR 99. Believes that the traffic can be adjusted and redistributed. Encourages the team to recognize that traffic patterns and peak hour trips may change in the future; working conditions and habits may change.
- Recognizes that WSDOT feels that a six lane arterial cannot meet current SR 99 objectives. Recognizes that many surface arterials can serve large vehicle capacity if they are well-designed.
- Feels that, as a 50-100 year investment, the preferred alternative is an investment that should be recognized as an opportunity to reshape downtown Seattle. Urges the team to recognize that vehicle technology is changing rapidly as well. Believes that there may soon be a new generation of personal vehicles. Encourages the team to develop a design that serves a capacity of smaller vehicles.
- Recognizes that the majority of the traffic is north-south. Would like to know if they team has

considered addressing east-west design solutions.

- Proponents stated that they are not considering this option.
- Would like to know if there would be any connections between this project and Sound Transit light rail.
  - Proponents stated that the projected capacity incorporates an assumption that some alternative transit solution would be in place. Further stated that, as the team considers tunneling options, there would be opportunities to coordinate with Sound Transit.
- Believes that this should be considered a 100-year solution, rather than a 50-year solution. Believes that the first concept proposal represents conditions that already exist. Recognizing the current effect of the existing conditions, feels that the city should understand that this is not an appropriate solution. Recognizes that there will be disturbances caused by a cut and cover process, but urges the team to recognize that the city would be affected for a short time (due to a cut and cover construction process), in comparison to the detrimental effects over the long term that would result from the first alternative. Feels that this is not an appropriate time to be timid.
- Encourages the team to recognize that a city's amenities will become more valuable and important in the future; this project should be seen as an opportunity to improve the Seattle environment.
  - Proponents stated that they are limited by the physical constraints of the city.
- Suggests that the railroad is also a significant stakeholder, and should be a member of leadership committee.
  - Proponents agreed. Further stated that the scope of work in this early stage has changed to more visibly include urban design.
- Believes that if the replacement for the Alaskan Way Viaduct is not built to meet capacity, commuters will modify the character of their travel.
- Suggests that an environmental psychologist should be employed to examine behavior management and determine the possibilities of changing the way people think.
- Believes that the Viaduct is an artifact and if it does not serve its purposes now, it will not serve its purposes in the future. Believes that most of the efforts should go towards the development of a pedestrian-oriented waterfront. The replacement for the Viaduct could promote or inhibit this pedestrian waterfront more than any other urban design solutions. Feels that, not only would the removal of the Viaduct be an opportunity to create open space, it would allow improvements of other conditions that affect the waterfront.
- Hopes that urban design does not become a peripheral component to the goals of this project.

16 Aug 2001

Commission Business

ACTION ITEMS

A. TIMESHEETS

B. MINUTES FROM 02 AUGUST 2001- APPROVED

DISCUSSION

C. OUTSIDE COMMITMENT UPDATES-

KEY TOWER LINKAGES

SOUTH LANDER STREET CROSSING

D. DESIGN REVIEW UPDATE- THE DESIGN REVIEW PROGRAM IS IN TRANSITION. A FULL UPDATE WILL BE SCHEDULED FOR ONE OF THE SEPTEMBER MEETINGS.

E. CODE CHANGE UPDATE- ON 13 AUGUST 2001, CITY COUNCIL APPROVED ORDINANCE # 120479 TO CHANGE THE DESIGN COMMISSION CODE (SMC 3.58.040 AND SMC 3.58.080). THIS PROVISION CURRENTLY PREVENTS COMMISSIONERS' EMPLOYERS FROM ENTERING INTO ANY CONTRACT WITH THE CITY FOR A PROJECT THAT WOULD BE REVIEWED BY THE COMMISSION. THIS CONDITION IS FAR MORE RESTRICTIVE THAN ANY OTHER BOARD OR COMMISSION IN THE CITY. THE CODE CHANGE WILL ALLOW COMMISSION MEMBERS' FIRMS TO ACCEPT CITY CONTRACTS, WHILE STILL PREVENTING MEMBERS OF THE COMMISSION FROM BEING DIRECTLY INVOLVED IN THOSE PROJECTS. THIS CODE CHANGE ALSO REVISES THE LANGUAGE REGARDING THE SELECTION OF PROJECT CONSULTANTS, RECOGNIZING THAT THE COMMISSION, AS A BODY, NO LONGER SELECTS DESIGN CONSULTANTS; RATHER, A COMMISSIONER MAY SERVE ON THE SELECTION PANEL AND PARTICIPATE IN, BUT NOT CONTROL THE SELECTION PROCESS. THE COMMISSION ALSO FORMALIZED, THROUGH A VOTE, THE PROJECT DISCUSSION AND RECUSAL PROCESS FOR COMMISSIONERS.

F. REVISED HANDBOOK COMMENTS BY 8/23/01

ANNOUNCEMENTS

G. TRANSPORTATION RETREAT, 9/21/01-

THE TRANSPORTATION RETREAT WILL PROVIDE AN OPPORTUNITY FOR LRRP MEMBERS, SAC/SPC/SDC/ LANDMARKS BOARD MEMBERS AND RELATED STAFF, KEY SOUND TRANSIT AND CITY STAFF TO REFLECT ON "LESSONS LEARNED" FROM BOTH THE LIGHT RAIL REVIEW PANEL (LRRP) DESIGN REVIEW PROCESS AND THE LARGER LINK LIGHT RAIL PROJECT. THE RETREAT DISCUSSION WILL ALSO FOCUS ON HOW THE "COMBINED COMMISSION" PROCESS MAY BENEFIT OTHER MAJOR TRANSPORTATION PROJECTS COMING UP.

H. SAC ART IN ARCHITECTURE COMMITTEE, 8/15/01

**16 Aug 2001 Project: Dept. of Parks and Recreation Community Center Levy Program Update**

Phase: Briefing

Previous Review: 5 October 2000 (Briefing)

Presenters: Erin Devoto, Department of Parks and Recreation (Parks)  
Toby Ressler, Parks

Attendees: Karen Gordon, Department of Neighborhoods

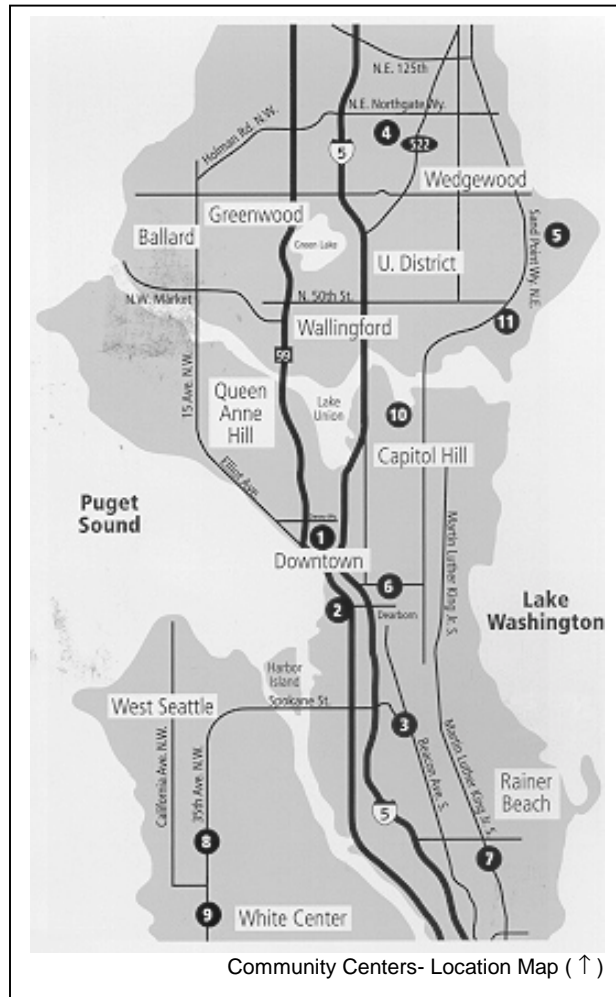
Time: 1 hour (SDC Ref. # 169 | DC00241)

**Discussion Summary:** The Commission appreciates the briefing and looks forward to future updates on individual community center projects. The Commission hopes that the new, full-size projects, namely the Northgate Community Center and the Yesler Community Center, will be opportunities to develop sustainable design standards and develop the relationship between outdoor spaces and the buildings themselves. The Commission hopes that all the community center projects will provide a chance to develop, through visionary work of new designers, a new standard for community centers to serve as civic representations of the City of Seattle.

*In 1999, Seattle citizens approved over \$36 million to renovate, expand, or construct nine community centers. Presently six community center projects are underway and the others will be completed on a phased schedule through 2007. The Pro Parks 2000 Levy has added another essential funding source with the addition of two improvement projects for community centers in Montlake and Laurelhurst.*

**1 Belltown-** This community center will be located within a six-story Low Income Housing Institute development on First Avenue in the central Belltown neighborhood. This center, at approximately 6,000 square feet, will contain a civic space, meeting space, and a multi-purpose room. The Design Commission will review these tenant improvements within a building shell. This facility should open in 2003.

**2 International District-** The International District community center will be located within the future Village Square II, on Eighth Avenue between Dearborn and Lane Streets. This center will contain an Asian Resource Center and an activity space, and will be co-



located with housing, a branch library, office and retail space, and parking. The International Special Review District would review this project. Construction should begin in March, 2002.

**3 Jefferson Park-** The existing facility will be improved with the addition of a 7,000 square foot gym. Parks staff, working with a project advisory team (a community-based advisory group) is currently studying the siting and location of the facility, which should be completed by the end of the year. Construction should begin by the end of 2002.

**4 Northgate-** Currently, there are several agencies involved to determine the co-location and siting possibilities for this project. Parks is examining several preferred sites, including the south lot of Northgate Mall and the Northgate Park and Ride lot. The community center may co-locate with the library. The project will be 20, 000 square feet, and would contain a multi-purpose room, restrooms, a kitchen, and a gymnasium. This project should be completed by the end of 2004.

**5 Sand Point/ Magnuson Park-** Building 47, which currently contains recreational amenities and a multi-purpose space, will be renovated to meet current code requirements. The renovation will also include a gym space, locker and shower rooms, theater, and multi-purpose rooms. The design, by Arai Jackson, has developed through work with public open houses and design workshops.

**6 Yesler-** At Broadway Avenue and Yesler Way, the current community center, on Seattle Housing Authority (SHA) property is only 4,700 square feet, and has no activity space. The new facility would be 20,000 square feet and would include activity space, after school care for elementary children, classes, and cultural activities. SHA would donate the property, and the Parks team hopes to achieve a LEED™ Silver Rating for this project.

**7 Van Asselt-** This project will include the addition of multi-purpose space, meeting areas, and a commercial kitchen, as the existing community center contains a gym.

**8 Southwest-** The current community center does not contain a gym or adequate activity area. An addition will provide a new teen center and computer room.

**9 High Point-** Parks is currently working on site evaluation for this project, as there are not many options to construct an addition to the existing facility. The existing facility contains a gymnasium, and the expansion would include multi-purpose space and a commercial size kitchen.

**10 Montlake-** The current community center will be improved to contain expanded activity areas, a multi-purpose room, showers, and office space.

**11 Laurelhurst-** Specific improvement decisions will soon be determined by Parks staff, the Project Advisory Team, and the community.

While Parks has begun all of the projects they were scheduled to start, some of the projects are taking longer than expected. The communities have responded strongly to Parks' public outreach programs with respect to these projects.

### **Key Commissioner Comments and Concerns**

- Would like to know if each project is distinct, or if the community centers will be a series of linked facilities.
  - Proponents stated that the community centers would be both distinct and linked. Parks must examine each project individually, to determine the overall needs of the community center within the network of community centers, and the needs of the surrounding



neighborhood.

- Would like to know if the community centers are designed to such standards that they can be used as emergency shelters.
  - Proponents stated that they did not think the structural standards would be that of an emergency facility.
- Believes that emergency shelters could be an opportunity to make an investment throughout the city, and improve and maintain the structural integrity of the community centers.
- Would like to know if there are any community centers planned for northwest Seattle.
  - Proponents stated that nine community centers were completed in the first phase of development. This phase included community centers in northwest Seattle.
- Would like to know if there is a project programming and design relationship with the Seattle Arts Commission (SAC).
  - Proponents stated that a SAC project manager has been assigned to work on Parks projects. Further stated that this project manager will be working within the same Parks office, examining each community center from the beginning to identify opportunities for 1% for Art.
- Believes that the community center site selection in Northgate relates to the site selection for the public transit hub. Would like to know how the community center will relate to the public transit hub.
  - Proponents stated that it is difficult to link this project with other projects; the community centers must comply with certain timing issues and the availability of funds. Further stated that they cannot wait too long to determine what sites and funds are available.
- Is concerned that the Belltown community center is not yet programmed. Would like to know if there is any discussion on whether or not this facility would have a daytime drop-in center as a component of its programming. Would like to know if there will be public restrooms.
  - Proponents stated that there would be a multi-purpose space, and the programming would depend on the needs of the community.
- Would like to know if Parks has general design goals or guidelines to follow as they develop the community centers.
  - Proponents stated that the Rainier, Garfield, Miller, and Meadowbrook Community Centers are all very successful, in part due to the engaging connections between the inside and the outside activity and play areas.
- Would like to know what parameters Parks uses to decide to develop a free-standing community center or a co-located facility.
  - Proponents stated that these decisions are determined through neighborhood planning meetings with the communities. Further stated that in urban areas, such as Belltown or the International District, co-location is most appropriate. Further stated that co-locating with a library, such as the potential center at Northgate, supports the civic presence of the community center.

- Would like to know if there are any connections between community centers and P-Patches. Feels that this would encourage a wide variety of outdoor activities. Believes that a community center could serve larger functions and uses than they do now.
  - Proponents stated that there are not many community centers that are close to P-Patches. Further stated that Northgate and Yesler will be the only community centers with new facilities; Parks has not examined the possibilities for P-Patches at these locations.
- Would like to know if, in the program design for the community centers, spaces will be developed to engage people who are waiting for others who are actually involved in activities at the community center.
  - Proponents stated that engaging waiting areas are not usually considered as a program element.
- In the development of new projects, encourages Parks to take advantage of the wealth of innovative landscape architects available to redefine how the surrounding outdoor spaces are used. Believes that, at a community center, not all of the activity takes place inside. Hopes that the “in-between” space is well defined.
- Believes that smaller projects should provide an opportunity to engage new architects, as an opportunity to define the future character of civic projects. Encourages Parks to consider the community center as an opportunity to develop public relations for the City, especially for children to understand the role and meaning of their civic government.
- Encourages Parks, through a GIS mapping exercise, to examine the investments made by the City in certain neighborhoods, to determine where different civic investments have been made. Believes that are some lost opportunities to create more of a community identity.
- Would like to know if there are design goals to develop sustainable design.
  - Proponents stated a LEED™ Silver Rating is only applicable to projects of a certain size. Further stated that Parks will aim for a Silver Rating for the Northgate and Yesler community centers. Further stated that Parks may have to reduce the scope of the project to achieve this rating, or identify additional funding sources. Further stated that these projects were budgeted before the Sustainable Building Policy was developed. This policy requires new City projects and renovations with over 5000 square feet of occupied space to achieve a Silver Rating using the LEED™ Rating System.

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**16 Aug 2001 Project: Beacon Hill Library**

Phase: Concept Design and Street Vacation  
 Previous Review: 7 October 1999 (Siting and Scope Briefing)  
 Presenters: Don Carlson, Carlson Architects  
 David Kunselman, Seattle Public Libraries  
 Rosie Mullin, Carlson Architects  
 Lisa Richmond, Seattle Arts Commission  
 Attendees: Jane Appling, Seattle Public Library  
 Beverly Barnett, Seattle Transportation (SeaTran)  
 Jess Harris, Department of Design, Construction, and Land Use (DCLU)  
 Gordon McHenry, Jr. Seattle Public Library Board of Trustees  
 Rosie Mullin, Carlson Architects  
 Teresa Rodriguez, Fleets and Facilities  
 Mark Withrow, Carlson Architects

Time: 1 hour (SDC Ref. # 221 | DC00107)

**Action: The Commission would like to make the following comments and recommendations as the team continues to develop the design. The Commission**

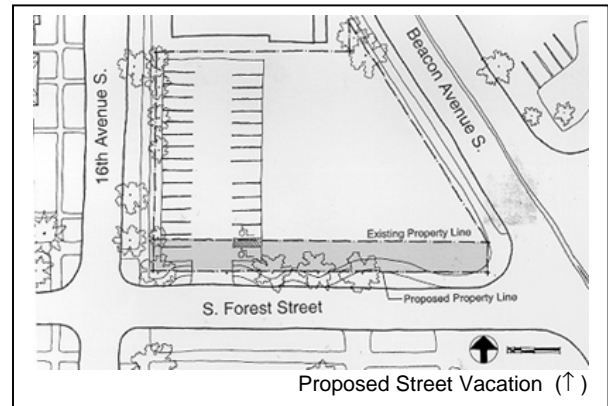
- suggests that, to further develop the sustainability of the design, the team should reduce the building footprint and surface parking lot area, perhaps putting the parking underground;
- to maintain the residential character of the neighborhood, encourages and strongly supports proponents' efforts to reduce the number of parking spaces by three or four;
- urges the team to propose an absolute minimum number of parking spaces required and seek a variance, to further encourage library patrons to identify alternative transportation options;
- in order to fully assess the need for a street vacation, asks the team to present an analysis of the urban design context, especially in relation to existing patterns of activity and pedestrian routes;
- at future Design Commission presentations, would like to the team to present alternatives, without a street vacation, that address the Commission's concerns about neighborhood context and preserving the pattern of green space along the street edge;
- urges the team to examine the effect of the proposed building edges and proposed sidewalk on the existing trees and their roots; and
- encourages the team to develop the massing and design of the entry corner at Beacon Avenue and South Forest Street to be that of significant and appropriate civic scale.

The Beacon Hill Library was previously reviewed by the Design Commission in 1999; at this time, the site had not yet been chosen. Seattle Public Library (SPL) has acquired the Wells Fargo site, which is located between 16<sup>th</sup> Avenue South and Beacon Avenue, at South Forest Street. After meeting with the community, SPL determined that this is the preferred site.

The Art Program for the Beacon Hill Library is still at an early stage; an artist has not yet been selected.

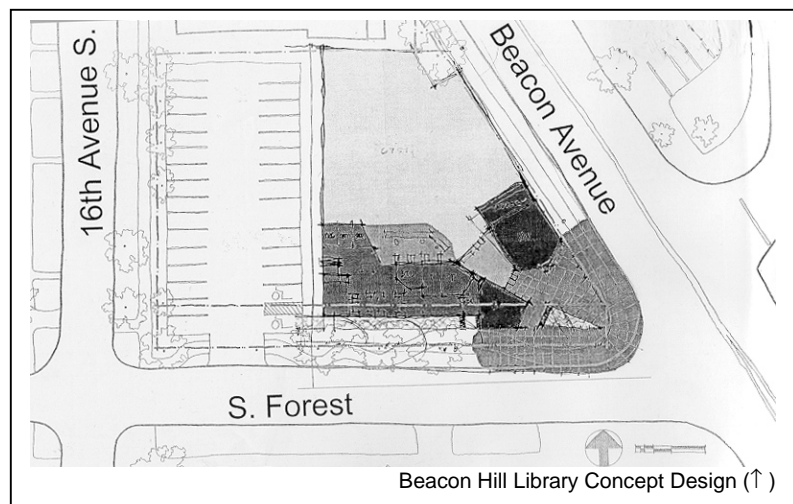
This library may be a possible candidate for an art partner artist. Through this program, a local artist may be a mentor for local participants as they partner with an artist to design or create the art for the library.

The design team feels that this is an excellent site, as it is within the rapidly developing urban village. The existing right-of-way for South Forest Street is 84 feet. The design team hopes to vacate a portion (19 feet wide) of this residential street to develop open space and amenities for the library. Beacon Avenue, to the east, is a very busy pedestrian street. There are also many transit stop locations to the north. Through the site analysis the design team also determined that, to develop the natural light and visibility, the library should open up to the corner. The parking area, with thirty spaces, would be to the west of the building. Due to the required number of parking spaces, this scheme provides only one entrance to the library. One parking space would be reserved for book delivery, at the rear of the building. The design team would also like to allocate more space for plantings in the parking lot.



The library will be an important civic building within this neighborhood; the neighborhood hopes to use this space beyond its capacity as a library. Through the vacation, the design team plans to retain the existing 35-foot maples along South Forest Street as a buffer zone. The team has also developed the design to preserve and incorporate most of the trees on the site. Beyond the desired vacation and the required parking spaces, the building footprint fits tightly in the site in order to accommodate the program. If the street vacation were allowed, neither the curb edge nor the traffic patterns on the street would change.

The design team has developed the concept plan for the library. The required program suggests an efficient, centralized plan. The logical diagram allows function to draw people through the library. The entrance and “front porch” would be at the acute corner of Beacon Avenue and South Forest Street, between the two meeting rooms. The main service areas would be along the south facade, at South Forest Street, and the main library area would be in the northern half of the building. The meeting rooms, at the corner, will be also be



programmed by the local theater, to develop this exciting urban street façade. The meeting room will become more than a room in the public library. As the team develops the library design, they intend to recognize the variety of cultures in the Beacon Hill neighborhood, through the incorporation of architectural elements that are developed with strict attention to nature and craft; an example of this may be a shoji screen. The team hopes to invest the building with a sense of craft and the walls of the building would be tactile. The team hopes to work with the artist to further develop the layers of

meaning within the building design.

The design team hopes to develop the sustainability of the building, achieving a LEED™ Silver rating. The building will be naturally ventilated. The water feature along the south façade of the building will bring the air up and into the building, and the air will exit on the north side of the building. The elevated and sloped roof addresses this air movement.

### **Key Commissioner Comments and Concerns**

- Recognizes that the street edge of South Forest Street, west of the site, has a significant landscape buffer planting strip. Feels that this strip should be extended east though the site and believes that the depth of the landscaped edge should match that of the surrounding neighborhood.
- Recognizes that the entry plaza separates the meeting rooms. Believes that this creates a constraint, as the meeting rooms can never be combined to create a larger meeting space.
  - Proponents stated that the meeting room to the south is actually a neighborhood service center.
- Believes that the scale and footprint of the building are that of a big box. Would like to know the height of the adjacent buildings. Encourages the team to explore the feasibility of a two-story scheme, as this would be appropriate for an urban village.
  - Proponents stated that many of the adjacent buildings are two stories. Further stated that the height of the library would be that of a two-story building; the site is zoned NC-40. Further stated that the operating costs of a two-story library would be cost-prohibitive. The operating costs for a 10,000 square foot building would increase approximately \$300,000 to \$500,000 a year to provide the same level of service on all floors. Library staff must supervise the meeting rooms and all areas of the library.
- Believes that there must be another design solution. Feels that the building footprint is large. Does not believe that this approach is sustainable, as it does not allow for expansion in the future. Would like to know if 30 parking spaces are required.
  - Proponents stated that the Land Use Code required 30 spaces. Further stated that the team would develop a proposal incorporating 25 spaces. Further stated that the parking requirement is determined by the Department of Design, Construction, and Land Use (DCLU) is based on expected demand.
- Feels that the team has proposed a street vacation in order to meet the parking requirements. Would like the team to pursue a variance in parking requirements instead of a vacation.
- Does not believe that the trees along the curved sidewalk, on South Forest Street would survive the proximity of this construction.
  - Proponents stated that they would like to preserve the existing trees on the site, and the team will consult an arborist to determine the most effective solution.
- As this library is within the urban village, encourages the team to work with the library to determine the absolute minimum number of parking spaces needed. Encourages the team to pursue a vacation, as this would reduce the possibility that the street may be widened in the future.
- Agrees that the street is currently wide enough and would also like to reduce the possibility that it

may be widened. Agrees that the scale of the building is that of a big box. Would like to know why the roof slopes down to the entry. Encourages the team to make the entry and other public spaces as tall as possible.

- Is concerned that the design encroaches upon the sidewalk pattern. Encourages the team to respect the patterns and setbacks of the neighborhood. Respects the team's efforts to provide the required parking spaces, and hopes that the neighborhood will not be burdened by excessive on-street parking.
- Supports the desired street vacation, but believes that the neighborhood landscape to the west should be continued through the site. Believes that this can be developed in conjunction with an urban architectural transition to the east side of the building.
- To better analyze the street vacation, at a future presentation, would like to see further analysis of the context, and its relationship to the site. Would like the team to describe the uses and pedestrian paths and routes to better understand the building design and its relation to the street, if that is an important amenity. Would like the team to present or describe the design solution without a street vacation, and how that might affect the shape of the building and its relationship to the street. Believes it is difficult for the Commission to address the street vacation, when they can only review one analysis.
- Encourages the team to increase the height and visibility of the entry corner.
  - Proponents stated that they do plan to develop a prominent entry.
- Recognizing the parking lot at the rear, believes that many people would approach the building from the parking lot.
  - Proponents stated that, due to the pedestrian nature of Beacon Avenue, many people would enter the building through the front entry corner at Beacon Avenue and South Forest Street.
- Believes that a reduction in parking requirements would provide an opportunity to change the way people commute. Believes that the design should not accommodate the existing parking needs. Encourages the team to explore the possibility of tucking the parking under the building.

#### **Key Visitor Comments and Concerns**

- A representative from Seattle Transportation (SeaTran) stated that this vacation has not been officially reviewed yet. Does not recognize any initial significant concerns at this stage of the design, but traffic and utility planners have not examined this scheme yet. To meet the requirements of the street vacation, the team must establish the public benefit. Further stated that the only utilities of concern are those that serve the site itself.

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**16 Aug 2001 Project: People's Lodge**

Phase: Concept Design

Previous Reviews: 19 May 1994, 19 January 1995 (Briefing), 17 September 1998 (Briefing Update)

Presenters: Johnpaul Jones, Jones and Jones, Architects and Landscape Architects  
Claudia Kauffman, United Indians of All Tribes Foundation (UIATF)

Attendees: Alex Field, Mayor's Office  
John Howell, Cedar River Associates  
Scott Kemp, Department of Design, Construction, and Land Use (DCLU)  
Elisha Scheiblane, Queen Anne/ Magnolia News  
Diane Sugimura, DCLU  
Colleen Thorpe, Jones and Jones

Time: 1.25 hours (SDC Ref. # 170 | DC00238)

**Action:** The Commission appreciates the presentation for this exciting project and would like to make the following comments and recommendations as the team develops the design further:

- The Commission supports the revised/ amended scope and scale of the project and believes that this facility will be an asset to the community;
- appreciates the effort the team has made to address the requirements of the Seattle Land Use Code, the LEED™ requirements, and neighborhood concerns;
- supports the development of the design as three buildings, and believes that this approach is appropriate;
- encourages the team to soften the wedge shape of the buildings and develop the structural system to become an architectural expression on the exterior of the buildings;
- looks forward to future development of the architectural details as an expression of Native American culture and how Native Americans live in the land so that this concept can be accessible and apparent to non-Native Americans;
- urges the team to further explore an expression of how Native Americans dwell in the land in the development of the site plan and the landscape design so that this concept can be accessible and apparent to non-Native Americans;
- suggests that this development provides an opportunity for the City and the Department of Parks and Recreation to reforest the park; and
- looks forward to the development of this design and approves the concept design for this project.

The People's Lodge, located in Discovery Park, has been reduced in size and scope since the previous review of the Design Commission in 1998. The United Indians of All Tribes Foundation (UIATF) developed a master plan between 1972 and 1974, working to develop many options to build this facility. The team has worked through different obstacles and opposition and is now working with the City to



identify the most important issues that will satisfy the needs for this community. The facility program has been reduced from 148,000 square feet to 90,000 square feet. The design team, Jones and Jones, Architects and Landscape Architects, has been working to update the design to meet these needs. For the Native American community, this is more than a simple facility for various programming needs and uses; the cultural values expressed in this facility is very important as well.

The design team has been working to understand the goals of this project through further examination of the program, square footage, and the City's recommendations. The program includes the following:

**Hall of Ancestors:** the permanent exhibition of People's Lodge, the central attraction

**Potlatch House:** multi-purpose area to accommodate 1,000 people

**Exhibition Gallery:** gallery to host revolving shows of contemporary and historical art, covering varying themes or a specific cultural region, tribe, or collection

**John Kauffman, Jr., Theater:** theater for the presentations of Native American performing arts; a space for public programming that accompanies the revolving exhibitions; and an auditorium for films and speakers

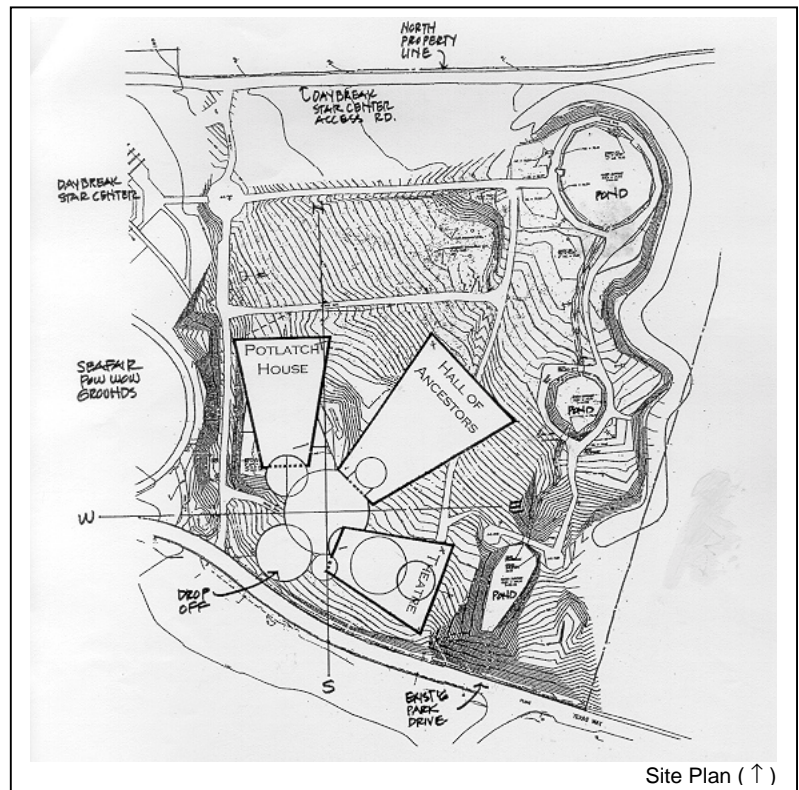
**Resource Center:** will house displays and printed materials providing information on Native American tribes, organizations, cultural attractions, and resources

**Sacred Circle Gallery of American Indian Art:** Exhibition and sale of contemporary works of art by Native Americans from across the country

**Gift Shop:** selling products related to the shows in the Exhibition Gallery

**Food Service:** available for visitors to the People's Lodge through a fully equipped kitchen next to the Potlatch House.

The design team has also examined how this program should relate to the site, and the team has developed a village concept, through three buildings. The land would act as a filter, flowing between the buildings. The paths and trails that flow through the site would allow people to walk through and around the buildings. This design has developed to save many of the existing large trees, alders and maples, which are approximately 50 to 60 feet tall. The parking and access is important, as the primary existing road, Texas Way will bring people to this open park and the two existing parking areas which contain approximately 220 spaces. The team has been working with UIATF to determine the projected attendance and parking demand, based on certain events. There will also be a turn-around drop-off area near the entrance to the facility. This drop-off area would be adjacent to the plaza entry at the three buildings, the theater, the Hall of Ancestors, and the Potlatch House. These buildings would be 30 to 40 feet in height to provide a strong interior visual space with great height for certain exhibits. The Hall of





Ancestors would be approximately 135 feet in length, and 50 to 60 feet wide; this building would also be the tallest, at 52 feet tall.

The long linear wedge-shaped buildings project from the entry plaza. Because many eastern Native American cultures are based on round forms, some of the interior spaces, such as the theater, have developed as round spaces. Heavy timber will be the primary structure of the buildings. The roofs will be living roofs and will release water from the roof slowly. Visitors will see the roof from higher ground, and this will allow the buildings to further blend in with the park. The design team is working to fulfill the requirements for the LEED™ certification.

### **Key Commissioner Comments and Concerns**

- Would like to know if the existing parking lots would be sufficient.
  - Proponents stated that they would be sufficient, but further economic studies and parking projections would be made.
- Would like to know if the design team must follow the Seattle Land Use Code at this site. Would like the team to explain the governance of this site.
  - Proponents stated that this is not a reservation, so the design team must follow the requirements of Seattle Land Use Code.
- Appreciates the meaningful, ephemeral description of the project. Urges the team to develop the connection between the ephemeral description with the finality of the forms. Would like to know if the design team originally identified other means by which to interpret the way that the land should be used. Would like the team to explain the way by which they identified this solution and developed a physical form that respects these values. While the forms may be symbolic, would like to see the siting and landscape design allow for the visitor to experience their meaning physically and emotionally, in addition to intellectually. Would like to know how Native American practices are expressed in this design and if non-Native American visitors will be able to experience historical cultures.
  - Proponents stated that there is more to Native American values than the physical form. The natural, animal, spiritual, and human worlds are important. Further stated that the design team intended to honor this space and connect to the diverse community in various ways. Further stated that there are over five hundred tribes in the United Indians of All Tribes Foundation, and the agency must incorporate and respect all tribes. The foundation also serves to enhance the Native American culture and explain the culture to others.
- Would like the team to explain the services and functions of UIATF.
  - Proponents stated that UIATF is a non-profit foundation that provides social and educational services to the Native Americans of Seattle and King County.
- Would like to know how the heavy timber for construction will be obtained.
  - Proponents stated that different local Native American tribes would provide the timber and the Board of Directors is committed to assist in the construction of this project.
- Would like to know if any programming at the People's Lodge would generate revenue.
  - Proponents stated that the foundation is currently fundraising for the construction costs and the economists are determining the feasibility of this project. Further stated that

there would be a small café and a gift shop at People's Lodge. Further stated the Hall of Ancestors and the theater would charge admission.

- Would like to know if other community groups would be able to use this facility.
  - Proponents stated that, for this facility to be truly interactive, it would be accessible to other groups.
- Would like to know if this would be a unique facility for the area.
  - Proponents stated that it would be a unique facility. Further stated that the Burke Museum contains similar exhibits, but does not have a performance hall.
- Would like the design team to explain the nature of the walls and how the timber construction would be expressed on the exterior of the building.
  - Proponents stated that, typically, the structure is not expressed on the exterior of the building. Further stated that some larger portions of the wall would be open and glazed.
- Strongly supports the efforts of the client and the design team and commends the proponents for the improvement in the conceptual design. Is concerned about the steep site and the grade change between buildings. Would like to know if the approximate forty-foot difference between the opposite corners of two buildings has been resolved.
  - Proponents stated that this has been resolved through the design.
- Appreciates the eloquent description of the project, and the description of the land flowing between the buildings. Believes that the three buildings will appropriately frame the entrance. Appreciates the round gathering spaces, and would like to know why this design vocabulary is not expressed on the outside. Would like to know why, for three different program conditions, the three buildings are the same shape. Believes that a wedge shape is a natural theater space, and would like to know why the theater is a circle.
  - Proponents stated that the design team did explore different building massing, but this village of three wedge-shaped buildings was most appropriate for the site.
- Believes that for this program, and site, the scheme is more appropriate than any of the previous alternatives.
- Commends the design team and the UIATF for the development of this project. Recognizes that the City has provided a renewable lease to the foundation for this facility, and believes that, in the same manner of respect and recognition, the role of design review should be light-handed. Believes that the design is beautiful.
  - Proponents stated that design review is an important part of the design process. The design team has worked with the community to address concerns, and there is room in the design for further manipulation.
- Would like the team to explore further how this project can express a rich phenomenological experience of this space. Would like the team to design for a more emotional and mysterious landscape experience, that is meaningful on a different level than the intellectual recognition of symbols.
- Believes that the existing trees are in decline and will not last forever. Encourages the team to examine the surrounding forest and determine what can be done to maintain, through regeneration,

the existing character of the forest.

- Would like to know if the full wall behind the stage, facing the sloping land below, would be a blank wall.
  - Proponents stated that there would be some articulation in the façade, as the dressing rooms would be along this wall. Further stated that there are many design details that have not yet been developed.